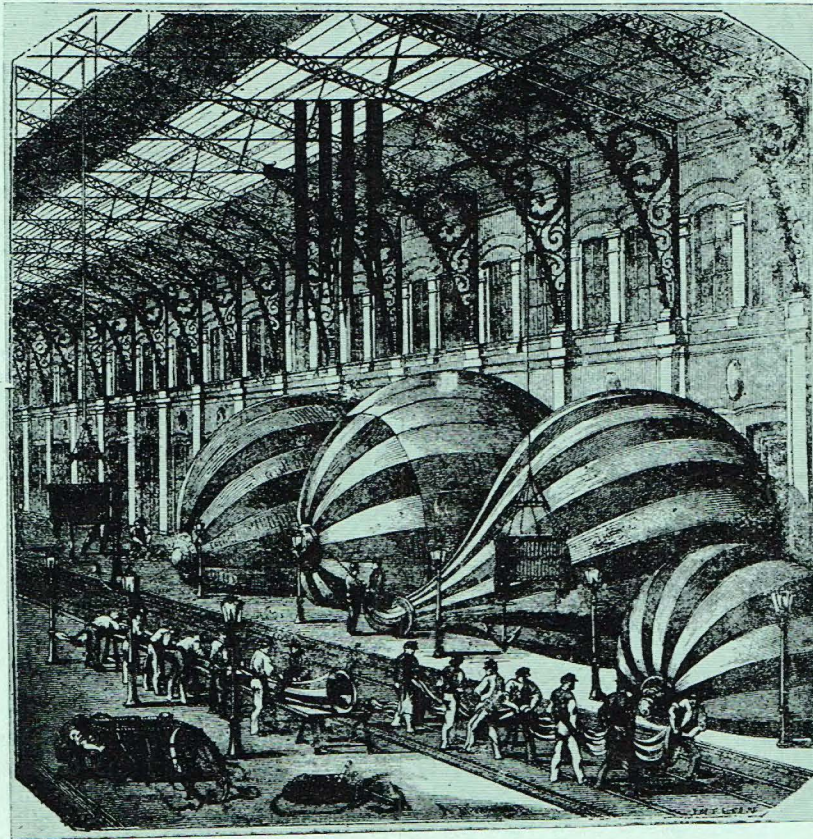




Vol. I, No. 11

October 1930



A BALLOON FACTORY WAS SET UP IN THE GARE D'ORLEANS FOR THE PARISIANS HAD LITTLE USE FOR A RAILROAD STATION WHILE THE SIEGE LASTED.

( See Page 6 )



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## LATE AGAIN

Although we stated in our last issue that this number would appear promptly on time, we were unable to do so owing to various circumstances which kept us from keeping our promise. For this, we must again apologize and it is with utmost faith that we state that future issues will appear on date of publication.

Various delays, such as late receipt of proofs, our recent moving of the Berkshire Exchange to New Haven and the consequent occupation of our staff in re-arranging equipment did not allow us to take care of the publication of the *Journal* properly. A new schedule has been arranged and will be adhered to faithfully and you will receive your copy on time.

Advertisers will please note that forms close on the 15th and copy must be received by that date. Copy goes to press on the 16th and the magazine is mailed on the 20th.

—S. H. F.



# THE AIRPOST JOURNAL

VOL. I, No. 11

THE AIRPOST JOURNAL

OCTOBER 1930

## Echos From Cleveland

We announced two months ago that we would be glad to serve the AAMS as their official organ during the coming year, and at the Cleveland Convention we offered to cooperate with the society to an even greater degree. Our various offers to the society seem to have caused considerable excitement at the convention, where the subject was discussed with much gusto and at some length. No agreement was reached, but everyone learned something, including ourselves.

For instance, we learned that there is a group of collectors in the American Air Mail Society who are not especially interested in aerophilately at all. They are interested in the commercial development of aeronautic equipment. Of course there are many other members who are purely airpost collectors, but the two hobbies which these two groups represent are so far apart that they can never be interested in the same thing. While one hobby is based upon the development of air mail service by postal authorities throughout the world, the other hobby is concerned with the commercial development of aeronautics, encouraged by those connected with this industry. The former hobby is aerophilately, the latter has never been named but it might be described as collecting aeronautical souvenirs. At any rate there is not the slightest connection between the two and as long as both hobbies are grouped together neither group will be able to accomplish very much.

If the latter hobby were conducted separately, as it certainly should be, no one could possibly object to it, and mutual distrust and knife-throwing would give way to cooperation and mutual progress. Unfortunately the devotees of this newer hobby are not overly anxious to sail under their own colors, as long as they can be carried along in the wake of aerophilately, with the result that aerophilately cannot make the strides forward that it could if unencumbered, and the same is possibly true of the hobby that is associated with it.

Of course, this is really none of our business, and we know that all serious air mail collectors will continue to approve of our stand as far as aerophilately is concerned. We simply feel that by being divided against itself, the AAMS is continually weakening its position in the eyes of collectors, present and future, which is to be regretted. A strong united society could do much at this time to put air mail collecting on a firm and permanent basis, where it would appeal to serious collectors, but with one-half of the society pulling in one direction and the other half pulling equally hard in exactly the opposite direction, it is rather difficult to make much progress in any direction. Aerophilately is one of the finest hobbies that anyone can take up, but until some order is evolved from the present chaos, aerophilately will continue to wander about aimlessly as it has for the past year or more, without making any

strides in the one direction that counts,—which is forward.

No one really knows what proportion of the AAMS members are interested in aerophilately. Estimates have varied from 5 per cent up to 70 per cent, with no way of knowing for a certainty which figure is the more accurate. However, when the society votes in November to select its official organ for the coming year, we will all know by the results whether the majority of the society is interested in Airposts, or in Airports.

Curiosity along these lines prompted us to do some investigating. We went through our entire subscription list carefully, and found that there are about four times as many *Journal* subscribers who are not members of the AAMS as there are member-subscribers. In other words about 80 per cent of the air mail collectors who subscribe to the *Airpost Journal* do not belong to the American Air Mail Society! This was an interesting denouement, especially as we noted the names of many prominent collectors on our lists who were not society members.

We will not attempt to draw any conclusions from these facts, but it made us wonder if, after all, the number of aerophilatelists in the AAMS weren't in the minority, and the more we thought about it the more certain we became that, if this is the real situation, then the policy of the *Airpost Journal* of sticking strictly to aerophilately has been fully justified, for even though it is less than a year old it seems to have attracted more serious aerophilatelists than can be found in the entire ranks of the AAMS.

In discussing the *Airpost Journal* as the possible official organ of the society, at the Cleveland convention, the sharp distinction between the two hobbies which make up the AAMS, was clearly brought out. Collectors interested in aeronautic development regardless of any connection with the Post Office Department, were not favorable to the *Journal* because this magazine dealt with aerophilately exclusively. In other words, in spite of the fact that they were members of an aerophilatelic society, their only objection to this magazine was that it was devoted *entirely* to aerophilately. This does not prove that our policies are wrong, nor does it prove that the other point of view is wrong,—but it does prove our assertion that one part of the AAMS is interested in aerophilately and the other part isn't.

What is to be done about it? As far as we are concerned—nothing. The *Airpost Journal* is absolutely unique among philatelic publications in that it is published solely for the best interests of aerophilately in America. It would be a simple matter for us to slap everyone on the back and say that we were great fellows, and that we would publish anything as long as there was a profit to be made by it. That would be very easy to do and it would bring us a thousand or

more new subscribers, to say nothing of advertisers who have this class of material for sale. However, our subject is aerophilately, and we intend to stick to the subject. We know that the serious followers of aerophilately will follow us and that is all we ask.

We will look forward with great interest to the November election, for the result will not only show whether the *Air Mail Collector*, or the *Airpost Journal* is to be the official organ of the AAMS, but it will show us and the hobby in general whether the majority of the members of this society are, or are not interested primarily in aerophilately. As a matter of fact, the answer to the latter question is of far greater importance to the hobby in general, than the actual selection of an official organ.

#### FORWARD MARCH

We have just learned of the resolution adopted by the AAMS at Cleveland. This is indeed a step in the right direction and is more or less the move that we have urged the society to make, in our opening remarks in this issue.

Briefly, the AAMS after a friendly and intelligent discussion unanimously adopted a resolution which states frankly that only officially flown covers can be considered as "Air Mail" covers, and while it recognizes the right of every collector to collect what he wishes, the statement asserts, (conservatively) that it is the belief of the society that the official will always have a higher value than the unofficial.

We learn that "Private" cachets will not be recognized, (by this we assume is meant cachets applied by private individuals or groups, although actually of course, any agency outside of the P. O. authorities must be considered as private as far as aerophilately is concerned), aeronautic events of more or less local interest only, are ruled out. This seems to take in, Anniversaries of this and that, local Meets and Derbies, and a host of other minor covers. The resolution does recognize the comparatively more important commercial happenings connected with aeronautics, such as

Dedications of important airports if sponsored by some civic body, in spite of the fact that these covers cannot be considered as air mail covers, regardless of whether they were carried by air mail planes, that is, of course, as far as aerophilately is concerned.

While there is nothing drastic about these resolutions, some action along these lines has been needed. There is no harm in collecting private cachets as a side line, provided the collector knows exactly what he is collecting, and realizes that they have no connection with aerophilately. If he collects with both eyes open, and is willing to lose his entire investment if necessary, no one can say him yea or nay. What he does is entirely his own business. The harm is done when a beginner invests money which he can ill afford to lose, and believes he is collecting air mail covers.

However, as long as these two hobbies attempt to operate together, some boundary is necessary, and the more clearly the boundary lines are surveyed, the less border warfare will ensue. The above resolutions should help tremendously.

#### BLUE RIBBONS

We were very much pleased to hear that both the *Airpost Journal* and the *Standard Airpost Catalogue* won first places at the air mail convention at Cleveland. The decision of an air mail convention carries far more weight than any philatelic convention, as far as aerophilatelic publications are concerned. At most postage stamp exhibitions the judges of airpost exhibits, and especially of airpost publications have but little idea as to what they are judging, with the result that places are apt to be awarded on a more or less hit-or-miss basis. We recall that the late Rev. Kimball once displayed one of the world's outstanding collections of air mails at the International Exposition at New York, and was awarded second place to a mediocre collection, by a judge who had but the vaguest of ideas as to what he was looking at.

Accordingly we are especially pleased that our publications carried off first honors at Cleveland, where the judges were well qualified for their tasks.

#### WHAT DO YOU COLLECT?

The answers to our questionnaire, published in the September issue of this magazine have come in rather well, and when the last ballot is in, we will be able to give you a pretty accurate survey of the activities of airmail collectors in America.

C. A. M. covers are running in front just at present, closely pressed by Foreign. This may surprise some of our readers, who have always thought that foreign covers attracted but little interest. We have realized for several months that a decided boom had set in for foreign first flight covers, possibly because the *Standard Airpost Catalogue* has provided a listing of these, beginning with the 1930 edition.

It is also interesting to note that of the collectors of foreign covers who have already filled out the questionnaire, only one collector has mentioned Canada. The most popular countries are those of South and Central America.

The question asked on private covers brought to light but one

collector who took these up at all seriously. A total of seven stated that they did not collect them in any form and four said that they limited themselves strictly to certain groups. For instance, in this group, "A" only collects dedication covers of his own state; "B" limits himself to genuinely flown covers of merit, although he did not say what these covers might be.

This is just a start, and the results of the balloting will be published as long as ballots continue to come in. If you have not sent in yours, fill out the form on the back page or just write out a list on a postcard and send it in. We want this survey to be as accurate as possible and we hope every collector will be willing to do his share so that we may have a thousand ballots by Christmas.

#### RESULTS TO DATE

Official stamps .....	6
Semi-Official Stamps .....	5
U. S. Pioneers .....	5
C. A. M. ....	9
U. S. Government .....	6
F. A. M. ....	7
Foreign .....	8

Crash .....	3
Autograph .....	4
Zeppelin .....	5
Paris Balloon .....	2
No Private .....	7
Side line, limited .....	5
Private .....	1

**SEE BACK COVER FOR BALLOT  
MAIL YOURS TODAY!**

#### NIGHT AIR MAIL SERVICE FROM FINLAND EXTENDED

The trial night air mail services between Helsingfors, Stockholm and Copenhagen operated 1 month in the summer of 1929, and 2 months in the summer of 1930 will be maintained 3 months in the same part of 1931, and by 1935, according to plans they will be maintained throughout the year. The services so far have proved highly satisfactory. Mail leaving Helsingfors at 4:20 p.m. will reach London at 8:45 a.m. the next day. There will be no extra or air fees, nor have any been charged so far. No passengers will be carried. The average load of mail on the night plane leaving Helsingfors will be 150 kilos. The consignment from Stockholm will add 300 kilos of Swedish and 100 kilos of Norwegian mail making the load to Copenhagen over 500 kilos. The Finish Air Transportation Co. plans to purchase improved equipment before 1936 for the night services.

—F. A. NEWS.



### AT THE A. P. S. CONVENTION

The market may have crashed but the weather was too good to be true, clear and cool. (As were buyers).

The exhibition hall was dedicated by a movietone recording of Mr. Marchant's air mail exhibit, which was broadcast by Mr. Phillips, (after some one had carefully explained to him what an air mail cover was).

Mr. Marchant's collection attracted the most attention. It was replete with splendid photographs, and showed Zeppelin, C.A.M., F.A.M., Pioneers, Crash covers and world rarities. One entire frame was used for his Byrd trans-Atlantic display, which consisted of 10 large photographs, clippings, and the flown cover. His other outstanding pieces included, the Vevey card (Switzerland), DePinedo cover, Japan Formosa, French Guiana covers 1921, Colombia No. 1., Ruth Law, and some nice United States pioneers. Ten frames were needed to display Mr. Marchant's exhibit.

Pioneers and George Angers are the "Siamese Twins" of Aero Philately. They were with us again in splendid style, accompanied by an impressive display of Paris balloon and pigeon post, of 1870. When the guard wasn't looking we tried to get our hands on copies of the "Journal Poste", "L'Electeur Libre", "La Choche", and his "Aerostiers" cachets, but we couldn't get the glass off the frame.

Mr. Prevost also caused the writer some itching palms, with his Balloon display, but there just doesn't seem to be any way of getting into these frames and taking what you want, and the frames are so bulky that you would be certain to attract attention, if you attempted to walk out of the hall with one of them under your coat.

J. J. Klemann, Jr., who has been quietly gathering airposts for some years on the Q.T., showed us some 150 covers carried by the Graf Zeppelin, including several rare ones that were dropped overboard by some careless clerk when the Zep was over Funchal, Bermuda, Washington, etc. Ten frames in all.

To show a Graf Zeppelin exhibit apparently needs 10 frames, for Mr. A. R. Thompson also displayed this number of "Graf" frames, neatly mounted, on gayly colored backgrounds.

For originality we would award W. Esselin, Jr. with a hearty slap on the back for showing a specialized air mail collection (covers) of a Foreign country, South Africa. The field for air mail collectors is so wide, and yet we rarely see anyone branch out for himself. Our aerophilatelic hat is doffed to Mr. Esselin.

John C. Adams, *Journal* subscriber and contributor, showed one frame of neatly mounted air stamps, and we are pleased to note that he received a blue ribbon for his efforts.

There is the hum of great and promising activity in the air of our neighbor to the northward. Both the Canadian Pacific and the Canadian National railways have bought into the large Canadian air-ways systems and Sir Henry Thornton has intimated that this was but the beginning of the carriers' participation in air transport. Transcontinental services for mail and passengers across the border would seem to be only just around the corner.

Meanwhile the British Arctic Air Route Expedition is under way for exploration of Greenland for the establishment of a feasible airplane path across the Ice Cap and through Labrador. Two Dominion government planes are off on a journey of 25,000 miles to inspect airplane caches in the Canadian subarctic with a view to opening up aerial communications with the barren lands belt of the Northwest Territories.

Patronize "Journal" Advertisers

E. C. Titus had 6 frames of C.A.M.s franked with various blocks of commemorative and high value postage stamps, the result being a combination of philately and aerophilately.

E. Sohn achieves the distinction of being the only one to show a dedication cover, one being included in his display of airmail envelopes and stamps.

The usual line of postage stamps was on display, but we didn't have time to look at them. We did honor the British Guiana stamp with two minutes of our time, and examined it carefully at a distance of 4 inches, but couldn't see whether it really was a stamp or not. It is the only known copy, (which is certainly its only distinction) and accordingly is slightly rarer than many of our pioneer covers. If anyone has a small piece of copper which has tarnished badly, he can mount this in his album in the proper space, and no one but an expert could ever tell that it wasn't another copy of this stamp.

George Angers judge of airpost exhibits, gave us the results of his findings which are as follows:

#### FLOWN COVERS

Open	1st	A. H. MARCHANT
	2nd	J. J. KLEMMANN, JR.
	3rd	W. ESSELEN, JR.
Novice	1st	A. N. THOMPSON
	2nd	E. C. TITUS
Juvenile, 1st		W. K. EVANS

#### BALLOON POSTS

Open	1st	J. W. PREVOST
		(Exhibition by Geo. Angers, not for competition.)

#### AIR STAMPS

Open	1st	J. C. ADAMS
Novice	1st	DR. H. E. RADASCH (not displayed)
Junior	1st	E. SOHN

Visitors at the *Journal* booth made the week pass pleasantly, they included. Messrs Angers, Jost, Lacks, Kieley, White, Marchant, Jandrué, Gorham, Gatchell, Thatcher, Prevost, Rubsamen, Sanabria, Litt, Luttropp, Whittelsey, Hugh Clark and a number of other illustrious *Journal* readers.

The A.P.S. auction did not contain any Airposts and possibly that is the explanation for the rather low prices bid for U. S. postage stamps. On some choice 19th and 20th century U. S. the highest bids were only about one-fifth catalogue. Guess we'll string along with airposts, and if anyone has any U. S. pioneers or good government flights to sell at one-fifth catalogue, just send them along.

Probably the most important feature of this Convention was the number of new subscribers who joined the happy and contented family of regular *Journal* readers. After all, there is nothing like a rapidly growing subscription list to encourage a harassed editor.

#### MEXICAN AIR MAIL RATES REDUCED

Mexican postal rates on first, second, third, fourth, and fifth class matter sent by air mail within the country will be 15 centavos (about 7½ cents) per 20 grams or fraction. This rate is lower than that of 20 centavos (about 10 cents) effective prior to September 1, 1930.

—F. A. NEWS.



## THE BALLOON POST OF PARIS, 1870-1871

By L. A. CHAINTRIER

Part I

Introduction by the Editor, with notes generously supplied by Mr. John Prevost.

Early in September of 1870, the German Armies were advancing rapidly toward Paris, just as they did at the beginning of the late war, but in 1870 they reached their objective and by September 18th, Paris, the capitol of France and the seat of the French Government was completely encircled by the Prussian Armies.

The French had foreseen the inevitable, and realizing that communication between the capitol and the rest of France must be maintained at all costs, if a united force was to oppose the invaders, a cable had been secretly laid along the bottom of the Seine, a few days before the German Armies reached Paris. Good as the plan was, spy-infested Paris was doomed to disappointment. The enemy knew of the cable and its exact location almost as soon as it was laid, and their first act after surrounding the city was to cut it.

In desperation, volunteers from the Postal Service offered to make an attempt to slip through the German lines with important dispatches. While the chances of success seemed small indeed, one or two did manage to pass through the lines, but the great majority lost their lives in this hazardous undertaking. After a few attempts which proved too costly, it was decreed that no more lives would be sacrificed in so hopeless an undertaking. The names of all of those who volunteered and gave their lives, in order that dispatches, vital to the safety of the nation might be delivered, have been inscribed on the honor role of the nation.

Every conceivable means of establishing communication with the French armies outside, was tried; nothing succeeded. Thus Paris, the administrative head of the French Nation, was cut off from all communication from the Provinces. The situation was intolerable, and the best minds of France undertook the grave task of surmounting the difficulty—and succeeded!

Today we think of the air mail service as something new, but as a matter of fact, it is 60 years old, for French ingenuity inaugurated the first regular air mail service in history in September, 1870, three days after the Siege of Paris had begun.

Obviously, the only means of communication possible, lay through the air, and on September 21st, the first attempt was made. A paper balloon was filled with gas, in the hope that it would drift with the wind over the German lines to safety. A parcel containing official despatches, wrapped in oiled cloth, was securely fastened to it, but the balloon was torn while attempts were being made to inflate it. On September 23rd, the first attempt flight with a manned balloon was made from the Place Saint-Pierre, at 7:45 A.M., and to the tumultuous cheers of spectators and officials, the balloon "Neptune" rose gracefully, carrying 282 pounds of mail in addition to the aeronaut, Jules Durouf. The balloon drifted safely over the German lines at sufficient altitude to escape injury by rifle fire, and landed 3 hours later at Cracouville, after having travelled 65 miles.

Tremendously encouraged by the success of their plan, the Parisians took heart and two days later, the "Citta di Firenze" was released from the Boulevard d'Italie at 11 o'clock in the morning. Nearly 400 pounds of mail and one passenger were carried, in addition to the aeronaut, Gabriel Maugin. The Balloon came down perilously near the German lines, only 19 miles from Paris.

On September 29th, three smaller balloons were tied together and called "Les Etats-Unis". The ascension was made from the gas works at La Villette and another successful flight was made, carrying one passenger, 6 pigeons, and the Pilot Louis Godard, as well as 180 pounds of mail. The flight covered 36 miles, ending at Magnanville, Seine et Oise, after 3½ hours in the air. On the following day two balloons were released from the gas works at Vaugirard, one of which landed safely 160 miles from Paris with mail, 3 pigeons and the pilot, Gaston Tisandier.

After that there was a lull. **THERE WERE NO MORE BALLOONS IN PARIS.**

The administration immediately began making plans to set up a balloon factory in the Gare d'Orleans, for there was little use for a railroad station in Paris for the time being. Balloons were manufactured with surprising rapidity, for on October 7th, two were sent

up at practically the same time, 11 and 11:05 A.M., from the Place Saint-Pierre.

Balloons ascended from eight different parts of the city, during the Siege, the localities being restricted by the number of gas plants available. Gradually, the manufacture of balloons became standardized, and larger balloons were used, which had a greater carrying capacity, the average containing about 2000 cu. meters of gas.

On September 26th, the administration issued a decree promulgating rules for the balloon service. The weight of letters was strictly limited to four grams, and the postage was fixed at 20 centimes for domestic letters, including Algeria and Corsica. Foreign letters were to pay the rates prevailing prior to the siege, and prepayment of postage was necessary. Postal cards of a fixed size were also admitted, on which postage was fixed at 10 centimes. As the weight of letters was strictly limited, covers with high denominations of stamps can only be found on letters addressed to Foreign Countries, and are therefore, quite scarce. No letter could be registered; all had to take the same chance of having their mail lost.

As mentioned previously, two flights were made on September 30. One of these was an experiment. The balloon was made of oiled paper and filled with hydrogen gas. It had a cubic capacity of 125 meters. It was sent up "Free", that is to say, without an aeronaut and was termed a "ballon libre" or "non monte". This balloon carried only 4 kilograms of cards, and was rigged with an automatic arrangement which was intended to release the mail sacks at certain periods along the route.

Great was the disappointment and chagrin of the besieged Parisians to see this balloon fall within the enemy lines, at a distance of only two kilometers (1¼ miles) from the city. Great hopes had been entertained of the usefulness and cheapness of the free balloons, but the authorities decided that in the future all ascensions should be made under the guidance of an aeronaut.

These first ascensions caused great excitement. The besieged watched the balloons take the air with bated



breath, while outside, the besiegers watched just as eagerly with loaded guns. While none of the balloons were actually brought down by gun fire, nevertheless it was deemed wise to make no ascensions by daylight, the time of leaving, henceforth, being just before sunrise, which allowed the aeronaut to land in semi-daylight, or in full daylight, in case he recognized friendly territory.

The balloon service functioned during the entire siege, that is, from September 23rd, the date of the first successful ascension, to January 28, the last day of the siege. The great majority of the ascensions were successful. In all there were 65 ascensions, of which a complete list has been published in the Standard Airpost Catalogue. The original record of the balloon service now hangs in

to watch the movements of the Prussian troops.

At 5 o'clock in the afternoon of September 18th, 1870 the last regular mail left Paris, and by 11 o'clock the same night, Paris was entirely surrounded by the German armies.

On the following day Mr. Rampont, Director General of Posts, as well as Messrs. Steenackers, Mercadier, and Leveille, of the "Direction des Telegraphes" conceived the idea that a mail service via balloon was possible. They knew of the balloons launched into the air by the Army of Bazaine, blockaded in the city of Metz, which were at the mercy of any chance winds; a primitive method but one that had succeeded. However, the means at the disposal of the Parisians permitted them to fare better. Mr. Nadar, who was

of the cloth, for as the wind struck the partially filled balloon there was great danger of its tearing.

"The old balloon resembled a war horse, still able perhaps to do its duty, but condemned to perish in the end."

On September 23rd at 7 A.M. a carriage of the Administration of Posts arrived, carrying 2 sacks of mail; Messrs. Bourdon and Briche, pigeon fanciers, had also brought their valuable messengers, but as their use had not been definitely established, they were not taken on the first trip.

Preparations for departure having been completed by Mr. Nadar's assistants, with the help of eight Marines and twenty-five soldiers, the pilot took his place, and at 7:45 Mr. Duruof cried, "Lachez tout!"

The "Neptune" shot into space and rose to a very great height, accompanied by the cries of "Vive la Republique" — "Vive Duruof", from a large crowd of interested spectators. The weather was magnificent. At an altitude of 4500 feet, the winds from the north-east drove the balloon over the German lines at a rate of 60 Kms per hour. Duruof dropped over the enemy lines 4000 visiting cards, addressed to Bismarck, Wilhelm, and to Queen Augusta, some of which fell in Versailles.

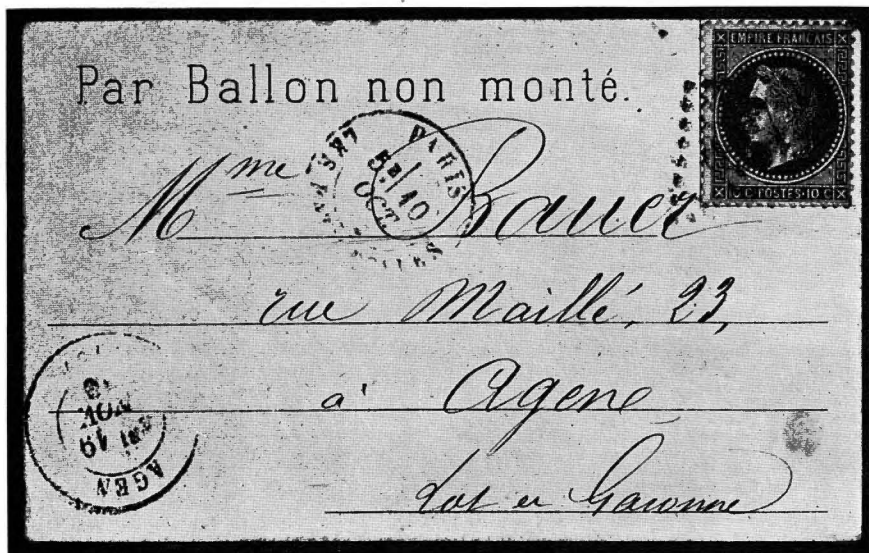
At 11 o'clock in the morning a landing was made in the park of the Chateau de Craconville, 104 Km from Paris. The mail bags were taken to the postoffice at Evreux, from whence the mail was forwarded.

#### "CITTA DI FIRENZE" (Catalogue No. 2)

Encouraged by the success of the first attempt to communicate with the Provinces by balloon, a second balloon was made ready. This was the "Citta di Firenze", which had been made in 1869 and had a cubic capacity of 1400 meters. It was chartered by the Minister of Public Works, and Gabriel Mangin, a professional aeronaut, was chosen to pilot it. One passenger was carried, (Lutz) whose subsequent behavior was extremely strange. Three sacks of mail, weighing 150 kilograms, a basket containing three pigeons belonging to Van Roosebeke, who was a prominent pigeon fancier, and several thousand copies of an official report, were also carried.

The departure took place on Sunday, September 25th, from the Boulevard d'Italie. The hour was 10:30 in the morning. A very light wind blew from the west, so light in fact

(Continued on page 14)



SPECIAL CARD PREPARED FOR USE ON "FREE", OR "UNMANNED" BALLOONS. SUCH BALLOONS WERE NOT SUCCESSFUL AND SPECIAL CARDS WITH THE INSCRIPTION SHOWN ARE OF EXTREME RARITY.

the reception room of the Under Secretary of Posts in Paris.

(The following accounts of the postal balloons released from Paris, during the siege, have been prepared especially for the AIRPOST JOURNAL by Mr. L. A. Chaintrier of Bordeaux, France. The complete record that follows has been compiled from the actual records made at the time by M. Steenackers—W. de Fonvielle—Tissandier—de Clerval—Farcot—Fernique—Nadar—Martin—Duruof—Verrecke—Reitlinger—Chamboisier—Dagron—Larchambre—all of whom were directly connected with this remarkable air mail service. Additional information has been obtained from the French press of that time.)

#### "LE NEPTUNE" (Catalogue No. 1)

This, the first balloon to leave Paris, had been the center of attraction at numerous public fetes, at which it had been exhibited by its owner, Jules Duruof. At the outbreak of the war it had been installed in Saint-Pierre square in Montmartre, where it was used both day and night as an observation balloon,

presented by Mr. Rampont proposed that in order to save time, to use the balloon "Neptune", which was immediately available.

The offer was accepted, and a treaty was signed which put into operation the first regular air mail service. The "Neptune" had a cubic capacity of 1200 meters, and was constructed in 1868 under the direction of Jules Duruof, who was already celebrated for his ascensions. Mr. Duruof volunteered to pilot his "old companion" on its first trip over the German lines.

We learn from E. Farcot who was on guard over the balloon the night before the departure, that there was something for everyone to do in the tent where the "Compagnie des Aerostiers (organized by Nadar), made its headquarters. All during the night it was necessary to hold the balloon and pour gas into its envelope to balance the fluctuations

Say you saw it in the "Airpost Journal"



# THE Airpost Journal

Published at 108 State St., New Haven, Conn.,  
U. S. A. by H. York.

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S. H. FALKOFF, Business Manager

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## SUBSCRIPTIONS

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## ADVERTISING RATES

(For space used in each issue.)

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1	\$ 1.00	\$ 1.25
5 (1/2 col.)	4.75	6.00
7 1/2 (3/4 pg.)	7.00	8.75
10 (1 col.)	9.25	11.50
15 (1 1/2 pg.)	13.50	16.50
20 (2 col.)	17.50	21.00
30 (page)	24.75	28.50

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Rate: 10c. per line, 50 lines for \$4.  
Undisplayed advertising must be paid for in  
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The publisher reserves the right to decline any  
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Address all communications to: The AIRPOST  
JOURNAL, 108 State St., New Haven, Conn.,  
U. S. A.

## FIRST ACCIDENT OF AUSTRIAN AIR TRANSPORT COMPANY

During 7 years of regular operation  
occured on August 14, 1930, when the  
pilot was killed and two passengers  
were injured on a regular flight from  
Innsbruck to Zurich. The accident is  
attributed to a severe storm which forced  
a landing. The pilot is considered  
blameless. The company's planes have  
flown 2,500,000 kilometers and no pilot  
or passenger had been injured before.

—F. A. NEWS.

## STATEMENT OF THE OWNERSHIP, MAN- AGEMENT, CIRCULATION, ETC., RE- QUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912, OF THE AIRPOST JOURNAL.

Published monthly at New Haven, Connecticut,  
for October 1, 1930

State of New York County of New York, ss.:  
Before me, a Notary Public, in and for the  
state and county aforesaid, personally appeared  
S. H. Falkoff, who, having duly sworn according  
to law, deposes and says that he is the Business  
Manager of The Airpost Journal and that the  
following is, to the best of his knowledge and  
belief, a true statement of the ownership, man-  
agement, etc., of the aforesaid publication for  
the date shown in the above caption, required  
by the Act of August 24, 1912, embodied in  
section 411, Postal Laws and Regulations, to wit:

1. That the names and addresses of the pub-  
lisher, editor, managing editor, and business  
manager are:

Publisher—H. York, Cummington, Mass.

Editor—H. York, Cummington, Mass.

Managing Editor—S. H. Falkoff, 1576 Broad-  
way, New York City.

Business Manager—S. H. Falkoff, 1576 Broad-  
way, New York City.

2. That the owner is: (If owned by a cor-  
poration, its name and address must be stated  
and also immediately thereunder the names and  
addresses of stockholders owning or holding one  
per cent or more of total amount of stock. If  
not owned by a corporation, the names and  
addresses of the individual owners must be given.  
If owned by a firm, company, or other un-  
incorporated concern, its name and address, as  
well as those of each individual member, must  
be given.)

Owner—H. York, Cummington, Mass.

3. That the known bondholders, mortgages,  
and other security holders owning or holding 1  
per cent or more of total amount of bonds,  
mortgages, or other securities are: (If there are  
none, so state.)

There are none.

4. That the two paragraphs next above giving  
the names of the owners, stockholders, and  
security holders, if any, contain not only the  
list of stockholders and security holders as they  
appear upon the books of the company but also,  
in cases where the stockholder or security holder  
appears upon the books of the company as  
trustee or in any other fiduciary relation the  
name of the person or corporation for whom  
such trustee is acting, is given also that the  
said two paragraphs contain statements embracing  
affiant's full knowledge and belief as to the  
circumstances and conditions under which stock-  
holders and security holders who do not appear  
upon the books of the company as trustees, hold  
stock and securities in a capacity other than that  
of a bona fide owner; and this affiant has no  
reason to believe that any other person, associa-  
tion, or corporation has any interest direct or  
indirect in the said stock, bonds, or other  
securities than as so stated by him.

5. That the average number of copies of  
each issue of this publication sold or distributed,  
through the mails or otherwise, to paid sub-  
scribers during the six months preceding the  
date shown above is

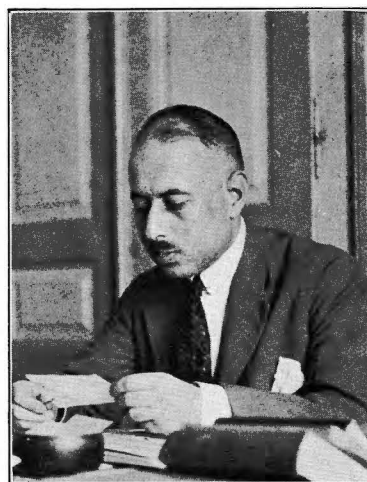
(This information is required from daily  
publications only.)

S. H. Falkoff,  
(Signature of Business-Manager.)

Sworn to and subscribed before me this 24th  
day of Sept. 1930.

GERARD GIORDANO. (My commission  
expires March 30, 1931.)

## HOO IN THE HOBBY



P. J. DROSSOS  
of Athens, Greece

Pandelis John Drossos is well known  
to everyone who collects Greek stamps  
or Airposts.

Born in 1900, he began to be stamp  
conscious in 1908. Since the world  
war he has been extremely interested in  
airposts and has flown over practically  
all of the air mail lines in Europe.  
He is the leading expert on Greek  
stamps and airposts.

Two important events have recently  
taken place in his life. In 1917 he  
was married and last winter he con-  
tributed a splendid article on Castelrosso,  
to the Airpost Journal. He has one  
son, John Bernard Drossos, born in  
1928.

## AERIAL TERMS

In which are defined a few of the things that  
are and perhaps should not be in aviation.

KIWI A wingless bird. Hence any non-flying  
officer on duty in the air service. Term made  
famous during the war.

MODOC One who regards flying as dangerous,  
foolish, useless, or generally blocks aviation  
progress.

ROOP Initials of "Royal Order of Parrots",  
an involuntary organization of those birds who  
fly least and talk about it most. Insignia, a large  
zero signifying an open mouth, with two baby  
chicken wings adorning same.

GODUNK One who tries to get airplane rides  
for nothing.

MOOCHER Synonym for godunk.

OWL From initials of "one wheel landing".  
A famous society with many famous members.  
Similar to the Caterpillar Club but nobody gives  
away gold owls.

—From Pan American Air Ways.

## BOLIVIA AIR MAIL



We have received a limited number of the following  
mint AIR MAIL sets for sale through our service.

1928 No. 308 to 310, 15, 20 and 35c, cat. 60.....36c net.

### ZEPPELIN SURCHARGES

1030 No. 324, 325 and 326, 1.50b on 15c, 3.00b on 20c, and  
6.00b on 35c. at .....\$17.50 net.

### NEW ISSUE

1930, 5, 15, 20, 35, 50c and 1, 2, and 3b, eight values.....\$3.30 net.  
Stamps will be sent on approval to persons known to us.

J. C. MORGENTHAU & CO., INC.

580 Fifth Ave.,

New York, N. Y.

Write for particulars on our commission service booklet A.



## UNITED STATES

a. Center inverted

2500.

ALGERIA  
SEMI-OFFICIAL AIRPOST STAMPS

1930, May 15

- 1 25c yellow green on yellowish paper
- 2 50c dark green on greenish paper
- 3 1f deep carmine on pinkish paper
- 4 2f dark blue on bluish paper
- 5 5f deep violet on violet paper
- 6 10f brown on reddish paper

Unwmkd.  
Perf. 11

2  
3  
6  
12  
30  
60

## ARGENTINA



"e"

"f"



"g"



1930, May 19. Stamps of previous issue overprinted in blue.

- |    |                               |          |       |
|----|-------------------------------|----------|-------|
| 20 | 20c ultramarine (e)           | (10,000) | 1.50  |
| 21 | 50c grey black (g)            | (10,000) | 1.50  |
| 22 | 1p slate blue and red (f)     | (10,000) | 1.50  |
| 23 | 1.80p blue and lilac rose (g) | (5,000)  | 7.50  |
| 24 | 3.60p grey and blue (g)       | (4,750)  | 7.50  |
| 25 | 20c ultramarine (e)           | (10,000) | 1.50  |
| 26 | 50c grey black (g)            | (10,000) | 1.50  |
| 27 | 90c dark brown (f)            | (12,500) | 1.25  |
| 28 | 1p slate blue and red (f)     | (10,000) | 1.50  |
| 29 | 1.80p blue and lilac rose (g) | (1,600)  | 30.00 |

Wmkd. R. A. in Sun  
Perf. 13x13 1/2  
13 1/2 x 13

Owing to the unusual demand for these stamps, this issue was sold out in a very short time with the result that another issue had to be prepared, the overprint this time being in green.

## AUSTRIA

Typographed

1930, June 18

- 29 20g chocolate brown (c)
- 30 25g grey (c) violet (c)
- 31 80g green

Unwmkd.  
Perf. 12

5  
6  
20



## BOLIVIA



"d"



"e"

1930, May. Issue of 1924 surcharged in various colors, for Graf Zeppelin flight.

Unwmkd.  
Perf. 14

- |    |  |          |
|----|--|----------|
| 11 | 5c on 10c vermillion and black (G) (d) | (8,000)  |
|    | a. Inverted Surcharge                  |          |
| 12 | 10c vermillion and black (B1) (e)      | (8,000)  |
|    | a. Inverted Surcharge                  |          |
| 13 | 15c carmine and black (V) (e)          | (10,000) |
|    | a. Inverted Surcharge                  |          |
| 14 | 25c dark blue and black (R) (e)        | (8,000)  |
|    | a. Inverted Surcharge                  |          |
| 15 | 50c orange and black (Sepia) (e)       | (8,000)  |
|    | a. Inverted Surcharge                  |          |
|    | b. Red Surcharge                       |          |
| 16 | 1b red brown and black (Gold) (e)      | (1,300)  |
|    | a. Inverted Surcharge                  |          |
|    | Purpurine Surcharge                    |          |
| 17 | 5c on 10c vermillion and black (G) (d) | (300)    |
| 18 | 10c vermillion and black (B1) (e)      | (300)    |
| 19 | 15c carmine and black (V) (e)          | (300)    |
| 20 | 25c dark blue and black (R) (e)        | (300)    |
| 21 | 1b red brown and black (Bronze) (e)    | (300)    |

These stamps were taken from the preceding set and the surcharges treated with a chemical preparation, thus giving the surcharges a metallic lustre.



- 1930, Issue of 1928 surcharged for Graf Zeppelin flight in black.
- 22 1.50b on 15c green (f)
  - 23 3b on 20c dark blue (f)
  - 24 6b on 35c red brown (f)

Unwmkd.  
Perf. 11

## BRAZIL

## SEMI-OFFICIAL AIRPOST STAMPS

1930, May. Issued for flight of Graf Zeppelin

Wmkd. Multiple Rosettes  
Perf. 14x13 1/2

SUPPLEMENTS TO THE  
1930  
STANDARD AIRPOST CATALOGUE

### Letters From Our Readers

Under this heading readers may air their opinions about the hobby, this magazine, the Standard Catalogue, or about anything else that is of interest to the hobby. Letters must be signed, but your name will not be published if you ask us not to.

September 14th 1930

On April 20th instant there was inaugurated in the City of Mexico, the First National Tourist Congress, and the regular 10 centavos Air-mail stamp of the present issue was over-printed "Primer Congreso Nacional de Turismo Abril 20—27 de 1930."

The Committee named by the State Department installed at the Exposition grounds, at the National Stadium, a Postal Agency, and all the letters mailed at the Agency on the 20th of April were stamped with a special cachet.

The fact that the Agency has been established at the Exposition grounds was not known to many stamp collectors and dealers, and only about 500 covers were mailed from that Agency and most of them addressed to **United States Collectors**. Later on, some local dealers, who missed the advantage of mailing from the Exposition Agency, misinformed the **American Philatelic Press** stating that the cachet used was not official.

With the object to clear up any doubts that may exist in regard to the authenticity of the cachet, I have secured an official communication from the State Department as per photostatic copy enclosed, in which the Department clearly states that the cachet used by the **Post Office Agency** at the Exposition grounds, is **genuine and official**.

Thanking you for any attention you may give to this, and trusting that the information hereby contained will be of interest to the American Collectors, I am  
Yours very truly,  
Teofilo Guerrero

### 1st Aeroplane Letter Post in U.S.A.

In my notes I find the following:  
....1910 June 12th.....Mr. Charles Keeney Hamilton flew from New York to Philadelphia, 86 miles in 113 mins. Started at 7.35 a.m. He carried letters from Governor Hughes and Mayor Gaynor of New York to Governor Stuart and Mayor Reyburgh of Philadelphia as well as a special message from the N. Y. Times to Philadelphia Ledger. He landed at 9.28 a.m.

He started back at 11.30 a.m. from New York and came down at Perth Amboy. He rose once more and landed at Governors Island, N. Y. at 6.41 p.m.

I may be wrong in the date as I see a reference to this particular flight in a printed record gives the date as June 13th. Probably these pieces are still in existence.

These are not the earliest aeroplane letters on record as the late C. S. Rolls carried one to France on June 2nd 1910. If the late Glenn Curtiss carried any mail on 29th May 1910 from Albany to Governor's Island he will probably be the first, but I have no record of mail being carried. Perhaps someone has further information which they can bring forward.

Yours truly,  
W. E. Hughes

### BALLOON CARD OF 1903

I was very pleased to see the illustration of this rare Air Piece in your issue of August. In my notes on British Air Posts (Extending back year by year to 1783) I find that this particular Air Post was organized by the Manchester and Salford Branch of the National Lifeboat Institution to take place on 29th August 1903 at the Botanical Gardens. Special Postcards were sold and arrangements made with Mr. Gaudron and Members of the Aeronautic Institute to make a Free Balloon Flight from the Gardens on the day of the fete. Unfortunately the weather on the 29th August was very stormy and during the inflation the Balloon caught on some trees and the ascent had to be abandoned. This information is based on contemporary Newspaper Reports.

I do not know what progress has been made towards the History of the American Air Post although I see there was an attempted Balloon Flight in Philadelphia in 1784, and I am told there was an Air Post by Balloon from the Philadelphia Exhibition in 1876. No doubt someone will look up the Newspaper files of the period and discover some particulars.

I would like to reiterate the pleasure your Journal gives me in its handling of Air Post matters, and I wish it every success.

Yours truly,  
W. E. Hughes

### NEW TRANSCONTINENTAL ROUTES

Announcement was made on Aug. 2, by W. Irving Glover, Assistant Postmaster General, that bids for two new trans-continental air mail routes will be opened in his office at noon on August 25, 1930.

The first route will run from New York City, via Philadelphia and Pittsburgh, Pa., Columbus, Ohio, Indianapolis, Ind., St. Louis and Kansas City, Mo., Amarillo, Texas (or from St. Louis via Tulsa to Amarillo either or both routes) and Albuquerque, New Mexico, to Los Angeles, Calif., and return, a distance one way of approximately 2,559 miles.

The second route will run from Atlanta, Ga., via Birmingham, Ala., Dallas, Fort Worth and El Paso, Texas, and via such points in New Mexico and Arizona as may be designated to Los Angeles, Calif., and return, a distance one way of 2,008 miles.

These two new trans-continental routes are to be operated under the terms of the Watros Act, recently passed by Congress and signed by President Hoover. The contracts will be awarded on a space-mileage basis instead of on a poundage basis required under the old law known as the Kelly act.

The Watros Act provides that the contracts shall be awarded at fixed rates per mile for definite weight spaces, one cubic foot of space being computed as the equivalent of nine pounds of air mail, and such rates not to exceed \$1.25 per mile. Where the air mail moving between the designated points does not exceed 25 cubic feet or 225 pounds per trip, the Postmaster General may award to the lowest responsible bidder, who has owned and operated an air transportation service on a fixed

daily schedule over a distance of not less than 250 miles for a period of not less than six months prior to the advertisement for bids, a contract at a rate not to exceed 40 cents a mile for a weight space of 25 cubic feet, or 225 pounds. Whenever sufficient air mail is not available, first-class mail matter may be added to make up the maximum load specified in such contract.

### VARIETIES IN SEMI-OFFICIAL AIRPOST STAMPS

The popularity of the genuine semi-official air mail stamps is increasing rapidly. This is only natural of course, for they are legitimate postal issues, authorized, but not printed by Postal authorities. A detailed study of these issues shows many interesting minor and major varieties, a knowledge of which adds to the interest in collecting these interesting stamps.

In the matter of color varieties, they are too numerous to mention, but a few of the more pronounced are as follows: The second Colombian Issue; the first Canadian stamp, where the dash of carmine may appear as a deep dull rose; the Liestal stamp of Switzerland, which is to be found in three different shades of yellow; the light and dark shades of the first two issues of Great Barrier Islands; the Bork cyclist of Germany, which changes from a bright violet on white, to a lilac and purple gray on cream; and in the Bern and Lugano stamps of Switzerland, even more pronounced changes occur. The former may be found with whitish foliage instead of the usual light maroon, and the Lugano comes in a faint yellowish background running to pink, gray and greenish tones. These may be found (if you are lucky) in se tenant pairs, with very pronounced differences in color between the two stamps.

Varieties in paper may also be found, in the first issue of Great Barrier, the Burgdorf and Basel of Switzerland, and upon the Leipzig stamp of Germany. On the Nancy stamp of France the gum may be either white or tinged with yellow, and this is likewise the case with the Regensburger and Bork stamps of Germany.

A wider range of varieties in printing may be found such as broken letters, dots and dashes, etc. Some of these are already well known and are mentioned in the Standard Catalogue, while those listed below may be of interest to those who collect, or are about to start a collection of these interesting stamps. (Quoting Standard Catalogue numbers)

Colombia No. 29 (semi-official)  
"AEREO S" sometimes reads,  
"AERCOS".

French Guiana No. 5 and 6 (Mercury stamp) may be found with only a trace of the second "R" in TRANSPORTS; also with a defective "S" in "Guyanais".

Great Barrier No. 5 frequently has a broken "R" at the end of "BARRIER" and with dots before and after the "6" and above the "D" at the top. The Marotiri sheet has one variety showing the "S" of shilling without the lower loop, and another with the "S" broken in the center is more frequent.

There are numerous other varieties to be found, but the above will suffice to remind collectors that exceedingly interesting varieties may be found, most of which are constant in the sheet.



## The Airpost Chronicle

Notices of new flights, new airmail stamps, and any news items of interest to Airpost Collectors are desired for publication in this column.

### UNITED STATES

The Pan-American Airways, Incorporated, of New York, was the only bidder for carrying the mails by air from Paramaribo, Dutch Guiana, to Santos, Brazil, when bids were opened at noon today in the office of Assistant Postmaster General Glover. The bid of the concern was for two dollars a mile. The distance each way is approximately 3,275 miles.

This route, when put into operation, will tap the Eastern coast of South America, and will mean that South America will be practically surrounded by air mail routes. The new route will provide air mail facilities in addition to Paramaribo and Santos, for the cities of Cayenne, French Guiana; Para, State of Para; Maranhao, State of Maranhao; Fortaleza, State of Ceara; Natal, State of Rio Grande do Norte; Pernambuco, State of Pernambuco; Bahai, State of Bahai; Victoria, State of Espirito Santo, and Rio de Janeiro, all cities along the eastern coast of South America.

The frequency of the service each way will be once a week, but the Postmaster General reserves the right to increase this to twice a week. The flights will leave Paramaribo and arrive at that place in close connection with flights on the existing U. S. air mail route between Miami and Paramaribo.

Postmaster General Brown announced on September 17, that he had awarded to the Aviation Corporation, of New York City, of which F. G. Coburn is president, and the Southwest Air Fast Express Company, of which Earle P. Halliburton is president, the contract for carrying the mails by air on a route from Atlanta, Ga., via Birmingham, Ala., Dallas, Fort Worth and El Paso, Texas, and via such points in New Mexico and Arizona as may be designated, to Los Angeles, Calif., and return.

The contractors are to receive forty cents a mile for the transportation of mail over this route up to 225 pounds, with an appropriate change in rate in the event this poundage figure is exceeded.

The service on this route is to be started within thirty days from the award of the contract and for the present the schedule will be maintained by daylight flying only. When the route is completely lighted for night flying a new schedule will be followed. The schedule for daylight flying is now being arranged by officials of the Post Office Department.

Numerous requests have been received from cities along the new route asking that they be made stopping places when the schedule is definitely arranged. These requests will be given careful consideration by the Post Office Department.



BOLIVIA

The new permanent set of airmail stamps chronicled in our last issue is illustrated herewith.

Perforated 14 and unwatermarked.  
Values:

- Type 1, 5c purple.
- Type 2, 15c vermillion.
- Type 2, 20c orange yellow.
- Type 1, 35c bright green.
- Type 2, 50c deep blue.
- Type 1, 1 Bol. yellow brown.
- Type 2, Bol. lake.
- Type 1, 3 Bol. slate.

### MEXICO

Two values, the 5c and 15c of the Carranza issue have been surcharged in two lines "HABILITADO 1930."

N. Sanabria



SALVADOR

The new permanent set which has been expected for a long time has finally been issued. They are printed by Waterlow and Sons. Perforated 12½ and unwatermarked. Values:

- 15c carmine
- 30c yellow green
- 25c purple
- 40c ultramarine

N. Sanabria

### SPAIN

We have been shown three interesting color errors in the recent Goya airmail stamps. These have been printed entirely with the color of the frame. They are: 10c dull green, 25c lake and 10p brown.

N. Sanabria



SURINAM

The first airmail set of this country has been received and for once in a blue moon, we have a stamp that is designed instead of surcharged. While we cannot understand the application of the design to airmail, we notice a few wings and suppose that they will suffice. Perforated 12½ and unwatermarked. Values:

- 10c bright red
- 15c dull blue
- 20c grey green
- 40c orange
- 60c purple
- 1g black
- 1½g chocolate

N. Sanabria



TRIPOLITANIA

The Italian Ferrucci commemorative set of airmails has been overprinted in one line "TRIPOLITANIA" for use in this colony. Colors have also been changed of the various values. Perforated 14 and watermarked Crown. Values:

50c deep purple  
1 lire deep blue  
5+2 lire deep rosine

P. C. Philibossian

U. S. S. R.

We have received a cover carried by the Graf Zeppelin from Moscow to Friedrichshafen on Sept. 10th. This cover bears what appears to be a special Zeppelin stamp. The central design is that of the Zeppelin over a group of mills with a hard-working Soviet on the left. This one stamp is a 80 kon deep carmine red. It seems that there are two stamps to the set, but

we have not seen the other. Further details will follow.

A special cachet was used on the above cover, consisting of the usual round cancellation with a Zeppelin through the center and extending on each side. The inscription reads: "PAR AVION ZEPPELIN—MOSCOW" with the date "10-IX-30."

Airmail service from Moscow to Tashkent was inaugurated on Aug. 18th, with no advance notice. First flight between Sverdlovsk and Magnitogorsk took place on Aug. 21st. Service was inaugurated between Novosibirsk and Kousnetzsk in Siberia some time in August.

V. Tchertoff



VENEZUELA

The two additional high values of the current airmail set have been received. They are the 10 bolivar grey purple and 20 b olive grey.

N. Sanabria

## POLISH NOTES

Tadeus Gryzewski

### WARSAW—BUCAREST

In the presence the Minister of Communication the new air line Warsaw-Lwow-Galati-Bucarest on June, 1930, was inaugurated.

The first machine having for passengers the official members of the Polish communication and foreign officers, and Rumanian Legation went from Warsaw directly to Bucarest.

A limited number (only 25) of letters was sent out, written by the Representatives of both the Government, also from Mail and Telegraph, Communication Ministers addressed to Ministers and Polish Legation and Consulate in Bucarest. This mail received a violet postal commemorative cachet with silhouette of an airplane, and inscription: "Otwarcie linii lotnicze."

Inauguration de la ligne aer: Warszawa-Bucarest, 1. VI, 1930 and in Bucarest "Bucaresti, 1 Jun 30 'Recomandate."

Beginning the 2nd of June, 1930 the mail, and passengers air communication (three times weekly) on the new line Danzig-Lwow-Galati-Bucarest was opened for public use.

The mail received in Warsaw a violet, in Lwow a red triangular postal cachet with silhouette of an airplane and inscription: "I Lot, 1 Vo., 2. VI 1930."

Gdansk-Warszawa-Lwow-Galati-Bucarest."

Quantities carried are as follows:

Warsaw-Galati, 78 letters (arriv. cachet 2.6.30)

Warsaw-Bucarest, 132 letters (arriv. 2 or 3 June)

Lwow-Bucarest, 128 letters (arriv. 2 or 3 June)

Lwow-Galati, 78 letters (arriv. 2 June)

### WARSAW-BRESLAU-BERLIN

July 21, 1930 marks the opening of the Warsaw-Breslau-Berlin air-line, in connection with German Lufthansa.

To commemorate this change, 141 letters were sent to Breslau, and 144 to Berlin, on the first flight, and these bear a special comem. postal cachet in violet with the silhouette of an airplane, and inscription: "Vol. I Lot, Warszawa-Breslau-Berlin."

Covers are cancelled: "Mit Luftpost befördert Postamt Breslau 1", and in Berlin, arriv. aerial cachet and round, "Berlin 21 7 30."

### POLAND-AMERICA

A direct air-mail communication between Poland and North, Central and South America was inaugurated on May 29, 1930.

A "Cidna" machine left Warsaw, to be placed aboard a packet-boat. Mail for Havre (via Paris), where mail was short at New York was picked up by "C. A. M." or "F. A. M." machine for U. S. A. Canada, Cuba, Mexico, Panama and Peru.

Mail from Warsaw received a black commem. round cachet with silhouette of a bird and inscription: "I Lot Pocztomy, First Flight, Polska-U. S. A.-Canada-Cuba-Mexico-Panama-Peru."

Quantities carried are as follows:

55 letters to U.S.A. (no. arriv. cach.)  
28 letters to Canada (ar. Estevan 14, 6.30)

12 letters to Mexico, (arriv.. 12-6-30.)

28 letters to Havana (Cuba)

7 letters to reg. to Mollendo (Perp)

7 letters to reg. to David (Panama)

This mail would be considered as air-mail only as far as Havre-Ed.

### POLAND-INDIA

On June 7, 1930, Warsaw had began forming air-mail bags for Athens, Alexandria, Gaza, Bassorah, Bagdad, Bushir, Teheran, Karachi, Delhi, which how-

ever were flown as far as Wien by the Polish aerial line "Lot" and sent on to destination by the "Imperial Airways."

Mail from Warsaw received a red, blue, violet or green cachet, with inscription: "By Societies "Lot" and Imperial Airways, Pierwszy lot pocztowy, First air-mail, 7-VI-1930 Polska' via Wien, India."

Quantities carried are as follows:

66 letters to Athens (arriv. 10-6-1930)

44 letters to Alexandria (arriv. 10-6-1930)

13 letters to Gaza (no arriv. cachet)

9 letters to Bassorah (arriv. cach. 11-6-30)

13 letters to Bagdad (arriv. cach. 11-6-30)

7 letters reg. to Bushir (arriv. cach. 12-6-30)

13 letters reg. to Teheran (arriv. cach. 12-6-30)

54 letters reg. to Karachi (arriv. cach. 13-6-30)

7 letters reg. to Delhi (arriv. cach. 14-6-30)

### DANZIG-BUCAREST

First flight, from Danzig, via Warsaw, to Bucarest took place on June 2nd, 1930. They took 5 cards, dated "Danzig 5-Luftpost 1-6-30, 11-12-V" transit cachet "Warszawa Port Lotniczy 2. VI. 1930" and comm. Warsaw cachet in Violet, and arriv. cachet "Bucaresti, 2 June 930 Sosore prin avion."

### BUCAREST-WARSAW

First flight from Bucarest to Warsaw took place on June 3rd 1930. Only 2 cards were carried, dated first: "Bucaresti 3 June 930 Par Avion" (red) second "Bucarest 2. VI. 930" in black.

Cards are cancelled "Warsaw Port Lotniczy 3. VI. 1930" and with Warsaw triangular postal comm. cachet in violet, with a date 3. VI. 1930.

During the first flight Breslau-Warsaw on July 21st, 87 covers and cards were carried, without special comm. cachet.



## STOP PRESS!!

## F.A.M. EXTENSION ON OCT. 20th

Postmaster General Brown today awarded to the Pan American Airways, Incorporated, of New York City, N. Y., the contract for carrying the mails by air from Paramaribo, Dutch Guiana, to Santos, Brazil, a distance of approximately 3,275 miles each way. The concern is to receive \$2.00 a mile each way for carrying the mails over this route for a specified load of not exceeding 800 pounds, plus a rate of \$1.00 a pound per thousand miles or pro rata thereof for greater or less mileage for any excess mails required to be carried. The service is to be a weekly one on a schedule satisfactory to the Postmaster General and the contract will run from October 20, 1930, to January 8, 1931.

This route, when put into operation, will tap the Eastern coast of South America, and will mean that South America will be practically surrounded by air mail routes. The new route will provide air mail facilities in addition to Paramaribo and Santos, for the cities of Cayenne, French Guiana Para, State of Para; Maranhao, State of Maranhao; Fortaleza, State of Ceara; Natal, State of Rio Grande do Norte; Pernambuco, State of Pernambuco; Bahai, State of Bahai; Victoria, State of Espirito Santo, and Rio de Janeiro, all cities along the eastern coast of South America.

The flights will leave Paramaribo and arrive at that place in close connection with flights on the existing U. S. air mail route between Miami and Paramaribo.

(Ed. Note.—We believe this service will be inaugurated Oct. 20th as that is date contract starts.)

Assistant Postmaster General W. Irving Glover announced Sept. 26th that air mail service over the Atlanta-Los Angeles Southern trans-continental route will begin October 15, 1930.

In making public the schedule over this route, Mr. Glover pointed out that the Post Office Department has conscientiously endeavored to make a sufficient number of stops in order to provide adequate air mail service for the greatest number without in the least deducting from the value of the service rendered the general public. It was further declared that while the Department had been besieged by requests from cities along the new route asking that they be included in the stops to be made, if a majority of such requests had been adhered to, the distinct

advantages of the air mail service would have been nullified and it would have resulted simply in a local service, with the important factor of speed entirely eliminated.

The schedule over this route as announced today is as follows:

Westbound		Eastbound	
8:00 a.m. (CT)	Lv. Atlanta Ar.	6:15 p.m. (CT)	Ar. Jackson Lv.
11:09 a.m.	Ar. Jackson Lv.	3:22 p.m.	Lv. Jackson Ar.
11:34 a.m.	Lv. Jackson Ar.	3:02 p.m.	Ar. Shreveport Lv.
1:24 p.m.	Ar. Shreveport Lv.	1:20 p.m.	Lv. Shreveport Ar.
1:34 p.m.	Lv. Shreveport Ar.	1:10 p.m.	Ar. Dallas Lv.
3:08 p.m.	Ar. Dallas Lv.	11:44 a.m.	Lv. Dallas Ar.
3:13 p.m.	Lv. Dallas Ar.	11:39 a.m.	Ar. F. Worth Lv.
3:29 p.m. (CT)	Ar. F. Worth Lv.	11:25 a.m. (CT)	Lv. Dallas Ar.
8:10 a.m. (CT)	Lv. Dallas Ar.	7:20 p.m. (CT)	Ar. Ft. Worth Lv.
8:26 a.m.	Ar. Ft. Worth Lv.	7:05 p.m.	Lv. Ft. Worth Ar.
8:31 a.m.	Lv. Ft. Worth Ar.	7:00 p.m.	Ar. Big Spring Lv.
10:40 a.m.	Ar. Big Spring Lv.	5:00 p.m.	Lv. Big Spring Ar.
11:00 a.m. (CT)	Lv. Big Spring Ar.	4:40 p.m. (CT)	Ar. El Paso Lv.
12:36 p.m. (MT)	Ar. El Paso Lv.	1:18 p.m. (MT)	Lv. El Paso Ar.
12:56 p.m.	Lv. El Paso Ar.	12:58 p.m.	Ar. Douglas Lv.
2:39 p.m.	Ar. Douglas Lv.	11:22 a.m.	Lv. Douglas Ar.
2:44 p.m.	Lv. Douglas Ar.	11:17 a.m.	Ar. Tucson Lv.
3:38 p.m.	Ar. Tucson Lv.	10:28 a.m.	Lv. Tucson Ar.
3:43 p.m.	Lv. Tucson Ar.	10:23 a.m.	Ar. Phoenix Lv.
4:40 p.m.	Ar. Phoenix Lv.	9:41 a.m.	Lv. Phoenix Ar.
5:00 p.m. (MT)	Lv. Phoenix Ar.	9:21 a.m. (MT)	Ar. Los Angeles Lv.
7:11 p.m. (PT)	Ar. Los Angeles Lv.	5:35 a.m. PT	Lv. Big Spring Ar.

4:55 p.m. (CT) Lv. Big Spring Ar. 10:35 a.m. CT  
5:55 p.m. Ar. San Angelo Lv. 9:35 a.m.  
6:00 p.m. Lv. San Angelo Ar. 9:30 a.m.  
8:00 p.m. (CT) Ar. San Antonio Lv. 7:30 a.m.

The new route has been set up with a layover point at Fort Worth, Texas. This is necessary because the airway is not lighted, and will probably not be completely lighted before next summer. The line eastbound from Los Angeles will provide connecting at Fort Worth with the northbound plane to Kansas City and Chicago. The westbound plane leaving Atlanta in the morning will connect at Atlanta with the air mail service from Boston, New York, Philadelphia and other eastern cities to Jackson, Miss., Shreveport, La., Fort Worth, and Dallas, reaching the latter points in the afternoon.

The eastbound trip will find an advantageous outlet, especially to the foreign air mail from the Pacific coast via San Antonio and Brownsville, with the plane for Mexico City and Central America.

The route will be a daylight route for the present and the Department has set up the most advantageous schedule from Atlanta to Los Angeles that was possible in the circumstances with a single view of providing adequate air mail service for the greatest number.

With the commencement of the service the operators will use tri-motored planes, capable of maintaining a flying speed of 125 miles an hour eastbound and 115 miles an hour westbound.

No stop has been scheduled at Birmingham, Ala., because the present airport at that city used by the air mail service has facilities for single motor planes only and is too small for the safe operation of the larger planes that will be used on this route. It is understood, however, that the city of Birmingham is constructing a large municipal airport, and as soon as this is completed it will provide the necessary facilities for handling the larger type of planes and Birmingham will then be included as a stop on the new route.

Because of the overnight stops at Fort Worth it is possible to give New Orleans the advantage of this trans-continental service by means of the existing air mail route now operating from New Orleans to Houston; thence by train to San Antonio.

It is contemplated just as soon as the new route is completely lighted for night flying and the one from Atlanta to Houston is also provided to change the schedules on this trans-continental route to provide continuous service to and from the Pacific coast.

Between Los Angeles and Phoenix, Ariz., including the cities of San Diego, Yuma and El Centro, it is possible for these cities, by means of train connections to receive the benefits of the air mail service without the necessity of planes operating over the new route to stop at these points under the daylight schedule which will be maintained for the present. The actual delivery of the air mail to addresses in these cities in the usual course of the postal business would not be advanced over train service by the daylight schedule even if the plane stopped at these municipalities. On the outbound dispatch it is possible to send air mail from these points after the close of the business day to connect with the eastbound plane at Phoenix.

In arranging of the schedule there was some question as to the advisability of including Douglas, Arizona as a stopping place on the route, inasmuch as the traffic on the air line heretofore calling at Douglas was very light and did not warrant a stop there. However, because of certain operating conditions, Douglas was included as a stop on the new route. If after sixty days, it is found that the air mail business at this place does not justify its retention on the route, it will be discontinued.

The contractors on this route are the Aviation Corporation, of New York City, of which F. G. Coburn, is president and the Southwest Air Fast Express, of which Earl P. Halliburton, is president. The two concerns submitted a joint bid for operating the new route. They are to receive forty cents a mile for the transportation of mail over the route up to 225 pounds. With an appropriate raise in rate in the event this poundage figure is exceeded.

## VERY LATEST

After the above was set up, we received some more data on the extension. The route has been designated as F.A.M. 10 and service will begin with the flight leaving Paramaribo Oct. 23rd, with connecting mail leaving Miami Oct. 20th and leaving San Juan and St. Thomas Oct. 21st. F.A.M. 10 is that portion of the route from Paramaribo, south.

Rates are as follows. Miami, San Juan and St. Thomas to Brazil, 50 cents each half ounce. To French Guiana, 30 cents each half ounce.

Return flight leaves Santos, Brazil on Monday, Oct. 27th arriving at Miami on Nov. 2nd. Landing will not be at Pernambuco for the present, mails for that place to be sent via Natal.



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10,000r carmine (c)  
20,000r ultramarine (c)  
5,000r deep blue green (d)  
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20,000r ultramarine (d)

Surcharged with additional value  
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1930, June 4. Surcharged on preceding set.

24 1s carmine lake (B)  
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## PARIS BALLOONS

(Continued from Page 7)

that the pilot rose to nearly 14,000 feet in order to find more favorable currents. None were to be found however, and after having searched high and low, the pilot finally found himself above the forest of Saint German, at a height of 2500 feet. The balloon had passed over le Pecq and Carrieres sous Poissy at a height of 6000 feet, and saw no signs of the Prussians at any of these places.

After throwing out ballast repeatedly, the balloon finally landed in a dead calm only 30 kilometers from Paris at 5 o'clock in the afternoon. The landing was made near Verouillet (Seine and Oise) perilously close to the German lines.

Being unable to carry his balloon, the pilot after some difficulty managed to hide it with the help of some peasants, in spite of the proximity of the German lines. The pilot slept that night in the Malville forest, in a camp of French soldiers who had escaped from Sedan, and on the following morning as he approached Mantes, he found himself in the midst of a brisk engagement near station, between the French and Prussian Dragoons. Eventually he was conducted by an officer to Rosny Sur Seine. At five o'clock in the evening Mangin and his officer-guide reached Poissy, worn out by fatigue; the officer with a rifle bullet in the leg.

While Mangin was trying to save his balloon, Lutz, the passenger, seized the official despatches and the pigeons, hastened to Vernouillet to advise the Mayor of his safe arrival from Paris, and promptly released the three pigeons. The latter reached Paris on the same evening.

The Cure of Vernouillet took him to his home and gave him a suit of peasants clothes. On the following day Lutz proceeded to Evreux where he gained an audience with the prefect. The latter gave him a safe-conduct over the most direct route to Tours, where he arrived on the 28th of September. At Tours he announced that he had come as delegate of the "Government of the National Defence", and posed as Mr. Nadar. The arrival of Mangin at Tours precipitated matters, but when a search was made for Lutz, he was no longer to be found. The object of Lutz' fabrications is not very clear, but a few days later the newspapers reported that he had been arrested at Dijon, and rumors were current that he had been shot as a spy. For several days Lutz appeared in the headlines of the

daily press. Eventually he was tried and sentenced to 20 years at hard labor. He died in prison.

The mail carried by the "Citta di Firenze" was brought to the post office at Meulan and forwarded from there.

(To be continued)

## PICKED AT RANDOM

We note that Mr. O. H. Keehn, advertiser in the Journal is now operating under the name of Northwestern Stamp Co. We advise our readers to watch his advertisements as many fine offers appear in them.

In connection with advertising, we believe our readers will understand that the quality of a magazine depends on its advertising. Why not patronize the advertisers who appear in the Journal? You will find that their goods and prices compare favorably with others. It will result in a better Journal. At the same time, mention this magazine when answering any ads. It enables advertisers to check up on which magazine brings results.

The Air Post Collector is a very interesting magazine. The subscription cost is low and every collector will find it well worth while.

If you are looking for bargains, try Donald Dickasons auctions. He will be glad to send you a catalogue of his next auction.

And Eugene Klein offers the same service.

Edward Flieder has recently issued a very interesting price list of airmail stamps. Write him for your copy.

E. C. Cantrell has issued a price list replete with many interesting offers. Write him for your copy.

A new advertiser, the Puget Sound Stamp Co. joins us with this issue. Look for their ad, it will interest you.

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421-31, 1922, 11 var.	12.30	4.25
432-35, 1923, 4 var.	1.45	.50
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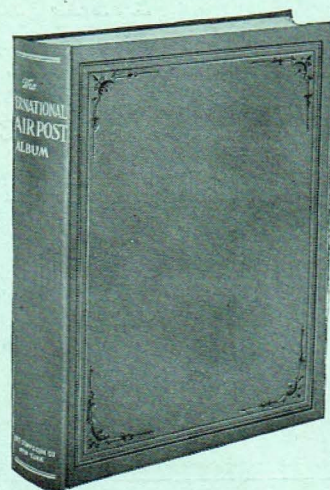
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Send replies to: H. York, Cummington, Mass.

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| OFFICIAL FIRST FLIGHTS                                  |   |
| <input type="checkbox"/> U. S. PIONEERS                 | <input type="checkbox"/> U. S. GOVERNMENT FLIGHTS |
| <input type="checkbox"/> C. A. M. COVERS                | <input type="checkbox"/> F. A. M. COVERS          |
| <input type="checkbox"/> FOREIGN (What Countries?)..... |   |

- |  |  |
|--|--|
| <input type="checkbox"/> "CRASH" COVERS    | <input type="checkbox"/> ZEPPELIN COVERS     |
| <input type="checkbox"/> PILOT AUTOGRAPHED | <input type="checkbox"/> PARIS BALLOON POSTS |

I (do not — do) collect private covers (Dedications, Souvenirs, Anniversaries, etc.)

Remarks: .....

(All information will be  
treated confidentially)

Name .....